

When not working as an intermix/transmix vessel, *Prince Job 1* can operate as a conventional, shallow-draught PSV



Bespoke design meets client-specific requirement

Prince Job 1, the latest vessel delivered by De Hoop Shipyard, was built for Awaritse Nigeria Ltd, a West African company that has as its core business the provision of vessel services for players in the Nigerian offshore oil and gas industry, notably players such as Chevron Nigeria Ltd and ExxonMobil.

As Patrick Janssens, CEO of Shipyard De Hoop explained, it was with Chevron that the requirement for the innovative newbuilding arose. The oil major was setting up a new refinery in Nigeria, which required it to transport a wide range of products via pipelines. Doing so would mean that the same pipelines would have to carry a wide range of products, which would become mixed at times, leading to the creation of potentially hazardous, potentially explosive mixtures. The vessel Awaritse asked De Hoop to design would have to transport these mixtures – a role usually assigned to tankers that was not possible in this instance due to the shallow waters in the area of operation.

The vessel would also need to be able to operate as a conventional, shallow draught platform supply vessel (PSV), so it was designed to meet a challenging mix of rules and regulations, including those applicable to an offshore support vessel and some of those applicable to a tanker. “The two requirements coalesced in what is a really unique vessel,”

Shipyard De Hoop in The Netherlands has become well known for series construction of vessels for a wide range of clients, but its latest delivery is unique and reflects the need for a very specific type of vessel

Mr Janssens told *OSJ*. “*Prince Job 1* can operate as an intermix/transmix vessel when required but as a standard shallow-draught PSV at other times. Doing so will enable Chevron to reuse the products that the ship transports by resegregating them.”

Given the nature of the substances that the vessel is designed to transport, in order to safely transport them, the 68.23m x 15.77m ship has a number of features over and above those that one would expect to find on a PSV.

For this particular vessel, De Hoop opted for diesel-electric propulsion with a particularly high level of redundancy. The hull shape is based on a proven De Hoop design, with the generators located on the main deck, which not only allows much larger cargo volumes but also easier access for maintenance. The resulting tank capacities make the vessel stand out in its size range. Providing accommodation

for a total of 30 people, the DP2 vessel has a cargo tank capacity of 800m³ and space for 500m² of deck-mounted cargo. With a beam of almost 15.8m, the vessel has a deadweight of 2,600 tonnes.

To provide ample cargo pump capacity, there are two pump rooms – one in the aft ship (forward of the thruster room) and one in the forward area, just aft of the bow thrusters. The combination of pumps provides a transmix transfer capacity of 1,000 barrels per hour. Most of the space below deck is given over to tanks for the liquid products that *Prince Job 1* has to transport. There are 30 in total.

For hose handling and loading or unloading deck cargo, two knuckleboom cranes are fitted – one on the starboard side aft and one on portside amidships, both with a capacity of 10 tonnes each at a maximum outreach of 15m.

Recent weeks have also seen important milestones in De Hoop’s programme to build a new class of PSV for ESNAAD, part of Abu Dhabi National Oil Company (ADNOC). May 2015 saw the first of the 65m PSVs start sea trials, the ship being part of a series of 10 units designed to meet the highest international class notation whilst complying with ADNOC’s operational and environmental objectives. May 2015 also saw the start of steel cutting for the sixth PSV for this particular customer. **OSJ**